

AMERICA WINS IN
GREAT POLO BATTLE

Retains the International Cup
After an Uphill Fight with
Dashing Team of
Great Britain.

QUARTER GOAL THE MARGIN

Safety by Captain Ritson the
Only Measure Between Two
Teams Which Battle
to a Score of 4½
to 4¼ Goals.

THRILLS FOR MONSTER CROWD

Louis E. Stoddard Scores Four of
the Five Goals for His Team,
While Captain Cheape Does
Equally Well for the
Visitors in Bitter
Struggle.

Fighting their way from behind, in a
dashing, grinding, sensational struggle,
the four daring riders of the United
States—Whitney, Milburn, Waterbury
and Stoddard—saved the international
polo cup to this country on the field at
Meadow Brook yesterday. They de-
feated Great Britain's fighting team by
a score of 4½ goals to 4¼ in the sec-
ond and necessarily final game for the
much sought trophy.

One little penalty of a quarter of a
goal on a safety made by Captain Rit-
son to prevent what looked like a sure
goal for the Americans was the scant
margin of victory, and just about a fair
measure between the two teams that
battled through eight periods of seven
and a half minutes each, without
thought for themselves or their game
ponies.

"Side by side to the end they rode,"
neither giving nor asking quarter, and
when the gong rang, marking the end
of the desperate conflict, they kept
right on, hearing not or recking not, so
keen was their spirit, so roused their
blood.

Then came the climax, when close to
thirty thousand men and women rose
as one, with a flash of color and a roar
that was as necessary to relieve pent up
feelings as it was to acclaim the victors
in what all agreed had been the fastest
and most bitterly fought struggle ever
seen on a polo field in this country.

The match was a fight that not only
roused the fortunate onlookers to the
highest pitch, but stirred the emotions
so deeply as actually to bring tears to
the eyes of strong men from sheer ex-
citement. It was a glorious victory,
not so much because of the winning,
but because the vanquished fought so
hard and so well and proved them-
selves such a worthy and gallant foe.

Five Goals for Each Team.
The men of Great Britain scored five
goals, four by Captain Cheape and one
by F. M. Freake, while the players of
the United States also scored five goals,
four by Louis Stoddard, who was sub-
stituted after J. M. Waterbury broke
two fingers on his mallet hand in the
first game on Tuesday, and one by
Lawrence Waterbury.

Each team was penalized half a goal
for crossing, Captain Whitney and Cap-
tain Lockett being the offenders, while
Captain Ritson, the leader of the chal-
lengers, made the safety to prevent a
goal by the Americans, which cost one-
quarter of a point, and, as said before,
was the scant measure between ex-
hilarating victory and depressing de-
feat.

No accidents marred the game—that
is, of a serious nature. Devereux Mil-
burn, whose play was strikingly bril-
liant, was unhorsed early in the seventh
period, but rolled out of danger and
was only shaken up, from which he re-
covered quickly, while F. M. Freake
was hit by the ball or mallet just as
the fourth chukker ended, and for a time
it was feared that he would not be able
to continue after half time; but he was
in his place when play was called, and

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CONVICT "PEER'S SON"

Federal Prisoner Says Father
Is "Lord De Ruthyn."

Leavenworth, Kan., June 14.—Fred-
eric Grey, who is to be released from
the federal prison here on Monday, as-
serts he is the son of "John Grey, Lord
De Ruthyn," of Lancashire, England.
When the prisoner made this claim
to-day his attention was called to the
fact that the books of peerage did not
contain the name of his father, but of
Cecil Talbot Clifton, Baron De Ruthyn.
"Baron De Ruthyn is of another
branch of the family," Grey replied,
and he handed to the warden to have
mailed a letter addressed to "Hon.
Lady Edith Grey, Ruthyn, Lancashire,
England," and declared it was to his
sister.

Grey was sent to prison from Wash-
ington in March, 1911, on conviction of
misuse of the mails in the exploitation
of thirty thousand acres of Mexican
land.

1861 LETTER IN HER MAIL

Soldier's Widow Gets War Relic
After Half Century.

Pottsville, Penn., June 14.—A letter
written at Fort Washington, Md., on
May 30, 1861, by Henry C. Russell, a
Civil War soldier, reached his widow
here to-day through the regular chan-
nels of the United States mail.

The letter had been entrusted to a
comrade, M. E. Richards, of Pottstown,
Penn., to mail, but when Richards died
recently the letter was unearthed
among his papers. It was found
stamped and sealed and was posted.

In the letter was what the writer
said was a piece of the shirt of Colonel
E. E. Ellsworth, whom he was
shot and killed as he hauled down the
Confederate flag at Alexandria, Va.

SCOUTS SEE COMRADE DIE

Lad Sinks from View While
Bathing in Muddy River.

Hackensack, N. J., June 14.—James
Mulhearn, aged twelve, a member of
the Boy Scouts of the Methodist Church
at Englewood, was drowned in the
Hackensack River, near New Bridge,
this afternoon.

The scouts, in charge of the pastor,
the Rev. M. Wormer, went on a tramp
and camped near the Hackensack
River. All indulged in bathing, but
were admonished by the pastor to keep
away from the channel. Mulhearn was
seized with a cramp and sank from
view. So suddenly did he disappear
that no trace of his body could be
found, and the muddy condition of the
water made the search the more diffi-
cult. The pastor led the search for the
body. The boy lived with his widowed
mother in West Palisade avenue,
Englewood.

TO REVIEW MUSICA CASE

Writ of Error Takes It to the
U. S. Supreme Court.

Washington, June 14.—Justice Lamar
granted to-day a writ of error by which
the Musica case will be brought from
the first city criminal court of New
Orleans to the Supreme Court of the
United States for review.

Antonio Musica and his three sons
were arrested at New Orleans as they
were about to embark for Panama,
charged with defrauding New York and
European banks out of \$1,000,000
through irregular dealings as hair
goods importers. Their firm later was
thrown into bankruptcy.

Grace and Louise Musica, daughters
of Antonio, were held as material wit-
nesses and \$98,000 in currency was
found on them. Musica and one son
were indicted by a grand jury in New
York.

CANADA LOSES NAVY

Dominion's Effective on the
Atlantic To Be Disbanded.

Halifax, N. S., June 14.—Canada's navy
on the Atlantic is to be disbanded. Or-
ders were received here to-day from Ot-
tawa to disband the cruiser Niobe. All
the Canadian recruits have been given
their discharge and the British naval offi-
cers, pensioners and reserve men will re-
turn to England next month. These men
were loaned to Canada to instruct the
men enlisted here.

The Niobe will be tied up at one of the
dockyard piers and will not likely be
placed in service again while the present
government is in power.

JAPS RELEASE U. S. YACHT

The Columbia Failed to Heed
Warning Not to Enter Port.

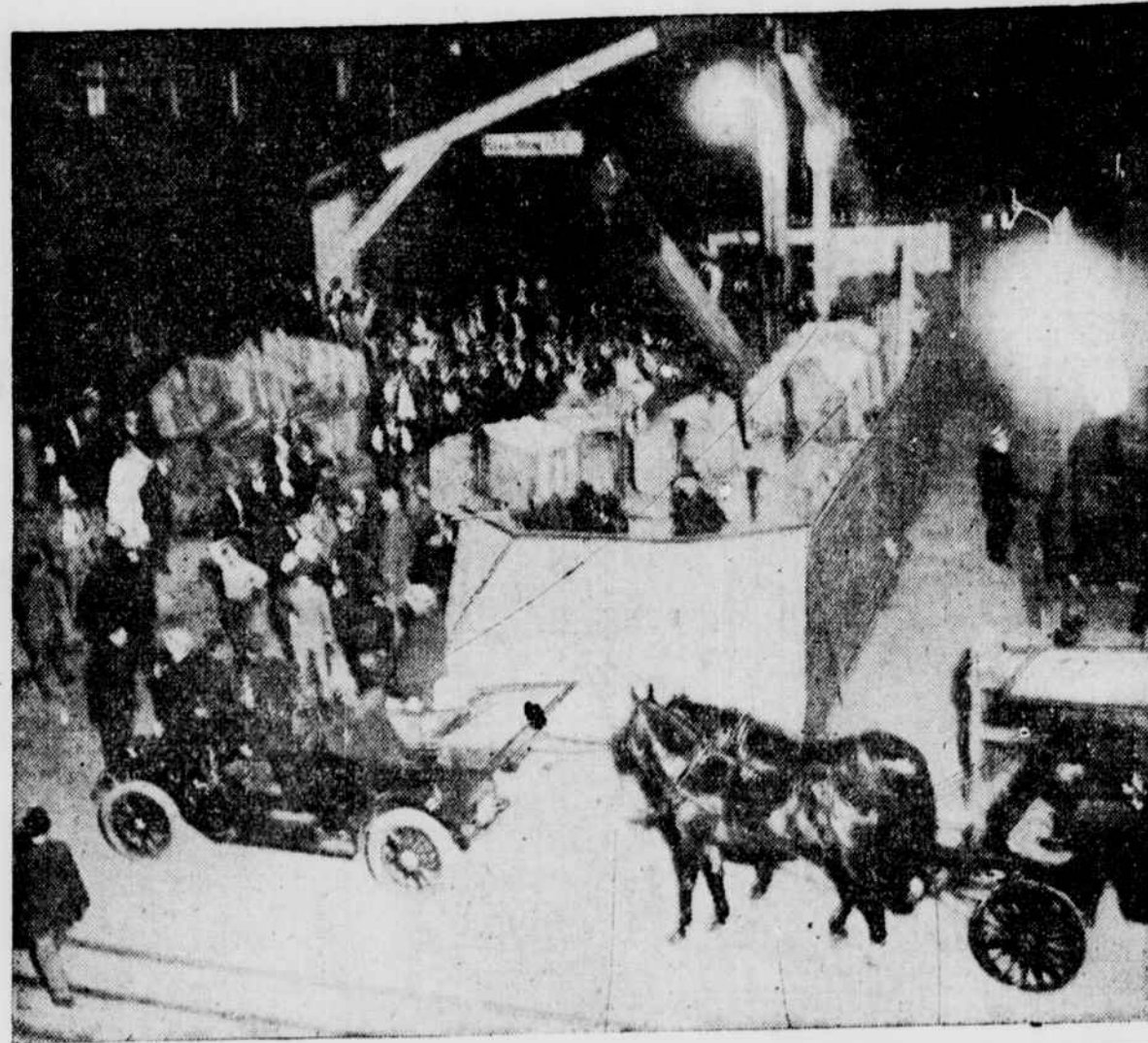
Washington, June 14.—The American
yacht Columbia, seized by the Japanese
authorities for unlawful entry into the
closed port of Nagahama, has been re-
leased, and the incident that threatened
to become an international issue is thus
closed.

The news of the yacht's release came
to the Japanese Embassy to-day in a
cable dispatch from Tokyo. It was said
that as the Columbia approached the en-
trance of the harbor at Nagahama she
was met by the port authorities and
warned against entry. The vessel, how-
ever, steamed up to a wharf and pro-
ceeded to repair.

Although not so stated in the dispatch,
it is presumed that the Japanese authori-
ties satisfied themselves either that these
repairs were urgent or that there was
no intent to violate the law.

The Columbia is the property of J.
Harvey Ladew, of the New York Yacht
Club, and had just conveyed her owner
and a party of friends across the Pacific
to Japan, whence they proceeded west-
ward by the Transiberian Railroad to
Europe.

SUBWAY CAVE-IN AT LEXINGTON AVENUE AND 56TH STREET.
Photograph taken a few minutes after the disaster.

ROAD DENIES AIR
BRAKE COMPLAINT

New Haven Witness Scores Big
Point for Defence at Inquest
Into Fatal Wreck at
Stamford.

DENIAL CALLED A QUIBBLE

Doherty's Wealthy Brother-in-
Law Charges Railroad Offi-
cials May Destroy Page
of Report Book with
Damaging Entry.

(From a Staff Correspondent of The Tribune.)
Stamford, Conn., June 14.—New
Haven Railroad officials and lawyers
showed to-day at the coroner's inquest
into Thursday's wreck of the Boston
Express that the company intends to
make every effort to negative the as-
sertions of Charles J. Doherty, who
piloted the engine which caused the
disaster, that the final responsibility
rested on the failure of those above him
to heed his warning that the air brakes
of his engine were not working as they
should.

Much stress, it is expected, will be
laid by the company on the entry
Doherty made in the complaint book in
regard to the working of his engine last
Tuesday. After the close of the hear-
ing to-day Coroner Phelan called Ben-
jamin Speck, attorney for the railroad,
to him and questioned him in regard to
the book.

"Have you seen the entry in the com-
plaint book Doherty claims he made?"
he asked.

"We have the book, Mr. Coroner, and
will have it here for you Monday if you
wish," replied Mr. Speck readily.

"I asked you," repeated Coroner
Phelan, "whether you have seen the
entry in the book."

No Air Complaint, Lawyer Says.

"Yes, I have seen it," replied Mr.
Speck.

"What did it say?" asked the coroner.

"Well," said Mr. Speck, "I would not
care to say what it said at this time.
But," he added, as the coroner straight-
ened up and looked at him sharply, "I
will say that under the heading 'Air'
provided in the book for complaints in
regard to the air brakes there was no
complaint entered."

After the hearing Doherty, who was
present in the court during the in-
quiry, was asked what he thought Mr.
Speck had meant in specifying so
closely as to the place where the entry
was made, but he said he preferred to
have all statements made for him by
his brother-in-law, John H. Dillon, who
is acting as his adviser and keeping
close to him continually.

Mr. Dillon was quite ready with an answer.

"The railroad," said Mr. Dillon, "is
apparently getting ready to say there
was no such entry. If it does not ap-
pear in that book, the page has been
taken out or else it has been erased,
for it was there, the last thing in the
book."

Mr. Dillon went on to say that
Doherty had not made the entry under
the heading of "Air," but that under
"Other Work," which appeared as the
last heading in the book he had written
"Air no good; brakes won't hold."

Hint Road Will Quibble.

Mr. Dillon then intimated that in his
opinion Mr. Speck's remarks indicated
the company was preparing to make a
point of the fact that the entry was
not under "Air," and therefore had not
come to the attention of the proper de-
partment.

Although to-day's proceedings were
merely an inquest, and therefore any
thing in the way of a defence was not
in the plan, Mr. Speck succeeded in
getting into the record what looked

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DR. AKED NOW A CITIZEN

Clergyman Forswears Allegi-
ance to King of England.

San Francisco, June 14.—The Rev.
Dr. Charles Frederic Aked forswore
his allegiance to King George of Eng-
land to-day and became a citizen of
the United States.

Dr. Aked came to this country six
years ago to become pastor of the
Fifth Avenue Baptist Church, New
York, which is attended by John D.
Rockefeller. In 1911 he became pastor
of the First Congregational Church of
this city.

PREFERS GIRL TO MONEY

Youth Rejects Offer of \$10,000
to Give Up Sweetheart.

Sioux City, Iowa, June 14.—An offer
of \$10,000 if he would give up the girl
he loved and enlist in the United States
Navy apparently has been rejected by
Charles Jason, son of a wealthy ranch-
er, near Niobrara, Neb.

The elder Jason left a check for \$10,-
000 at the recruiting station here two
weeks ago, to be turned over to his
son the moment he enlisted in the navy.
The son said he would think it over,
but he has failed to return, and the
recruiting officers do not believe he will
claim the prize. He is believed to have
gone to St. Paul, where his sweetheart
lives.

MOON GIVES COUNSEL

Satellite Tells Mrs. M. Bliss
When to Cross Ocean.

(By Cable to The Tribune.)
London, June 14.—"Astrology is my
safeguard against ocean storms, and
studying the moon and the stars has
kept me from a single disagreeable
voyage, though I have crossed more
than fifty times," said Mrs. Metcalf
Bliss, of New York, to-day, before sail-
ing on the Carmania.

"I never sail unless the moon is in
the first quarter," she added.

FALLS DEAD ON GOLF LINKS

Clement Weaver, 65, Stricken
on Glen Ridge Course.

(By Telegraph to The Tribune.)
Glen Ridge, N. J., June 14.—Stricken
with heart disease, hastened by over-
exertion and heat while playing golf,
Clement Weaver, sixty-five years old,
of Philadelphia, died in the arms of Lucian
M. Zell on the links of the Glen Ridge
Country Club this afternoon.

Mr. Weaver had been playing with Mr.
Zell, whose guest he was. When they
reached the seventeenth hole, which is
in the Brooklawn section of Bloomfield,
Mr. Weaver was seen to stagger and was
grasped by Mr. Zell. Dr. Thaddeus Par-
kowski was called, but when he arrived
Mr. Weaver was dead.

Mr. Weaver and his wife came from
Philadelphia this morning in an automo-
bile to visit the Zells. He was a retired
merchant, and lived at the Clinton Hotel
in Philadelphia.

GEORGE F. WILLIAMS WEDS

Mrs. Frances Ames Hopkins
Bride of Boston Politician.

(By Telegraph to The Tribune.)
Boston, June 14.—George Fred Williams,
Boston lawyer and politician, was mar-
ried in Hingham at noon to-day to Mrs.
Frances Ames Hopkins, of No. 123
Beacon street, Brookline, daughter of the
late Edward A. and Georgianna Chase
Barrett, of New Ipswich, N. H.

The ceremony was performed at the
home of the bride's brother, George Wells
Barrett, at Crow's Point, by the Rev.
William T. Beale, pastor of the Allen
Evangelical Church at Dedham, where
Mr. Williams lives. The bride and bride-
groom were unattended and the ceremony
was witnessed only by the families of the
couple.

Mr. Williams was graduated from Dart-
mouth College in 1872 at the age of twen-
ty, and from the Boston University Law
School in 1875. He early became inter-
ested in political affairs, starting as a Re-
publican and joining the independent
movement on the nomination of James
G. Blaine for the Presidency in 1884. He
gave hearty support to Grover Cleveland,
since that time he has been a Democrat,
being an ardent free silver advocate when
Bryan first ran for the Presidency in 1896.

In October, 1911, he went to the Bal-

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12 DIE IN CAVE-IN
IN NEW SUBWAY

Tons of Earth and Boulders Hurled Upon
Victims After Heavy Blast in Lex-
ington Avenue Tunnel.

LOWER LEVEL ROOF COLLAPSES

Office Building in Harlem Cracked by Second Explosion
—Morbid Crowds at 56th Street Fight Police
in Effort to See Bodies of
the Victims.

Two dynamite blasts in widely separated sections of the Lex-
ington avenue branch of the new subways, set off within a few min-
utes of each other early last evening, brought death and ruin in their
wake.

Many laborers, twelve was the report, were crushed to death
in a cave-in of the excavation at Lexington avenue and 56th street,
following a blast, and at 120th street and Lexington avenue a sec-
ond blast in the tunnel destroyed the foundations of the building at
No. 1944 on that avenue, cracking the building from cellar to roof
and necessitating the ordering out of all the tenants.

Six of the men who met their death at Lexington avenue and
56th street were caught beneath a huge mass of rock, weighing
probably two hundred tons, and crushed so badly that identification
was impossible except by their badge numbers. The men never
had a chance to save themselves, as the great boulder dropped sud-
denly from the tunnel roof and fell directly on the spot where they
had been working hand drills.

CROWDS AND CONFUSION AT SCENE.

The scene about the mouth of the excavation at 56th street was
a chaotic one. Hundreds of policemen, ambulance surgeons, priests,
members of the firm of the Bradley Construction Company, which
has charge of the tunnel work at this point, and officials of city
departments rushed here and there, giving orders, arguing and as-
sisting the injured to the ambulances.

Police reserves from four precincts had to be called out to help
preserve order among the thousands of persons who tried to jam
their way into close proximity to the scene of the accident. Fights
took place between the police and the morbidly curious, who were
determined to get a glimpse of the dead and injured. A great square,
taking in more than twenty city blocks, was formed about the mouth
of the excavation by the police. Nobody except those with official
business was permitted to pass this cordon.

Similar scenes, though in a smaller degree, took place about the
region of the second tunnel blast, in Harlem. The reserves from
the East 126th street police station had hard work driving the
crowds back, and all surface car traffic on Lexington avenue, both
north and south bound, was tied up for hours.

CORONER ANGERS SUBWAY BUILDERS.

Conflicting statements were made by police, Fire Department
officials, members of the Public Service Commission and the Coroner
regarding responsibility for the loss of life at Lexington avenue and
56th street. Coroner Holtzhauser aroused the ire of the Bradley
Construction Company's officers when he made the bald statement
that if the tunnel had been properly shored the accident would never
have occurred.

One report had it that the cave-in was the immediate result of
an extra heavy blast set off just before the rock and earth gave way.
Another version of the accident had it that the blasts had little to do
with the cave-in and that the accident occurred because of the dan-
gerous condition of the rockbed at that point.

RESCUERS WORK FRANTICALLY
IN DARKNESS OF EXCAVATION

Following a terrific blast in the tun-
nel of the Lexington avenue branch of
the new subway, at 56th street and
Lexington avenue, at 6:15 o'clock last
evening, a huge mass of rock and dirt
was dislodged eighty feet below the
street level, burying at least a dozen
laborers.

It is not yet known positively how
many men were killed, but the number
is estimated at at least twelve, with
several more injured so seriously that
they are not expected to recover. As
soon as the police reserves from the
East 51st street and East 67th street
stations, and several hook and ladder
companies from the Fire Department
responded, the work of rescue began.

Within two hours six bodies had
been taken from the depths of the ex-
cavation. A majority of those killed
were so badly crushed as to make iden-
tification almost impossible. Two of
the laborers were found to be still alive
and were rushed to Flower Hospital,
where it is said they will probably die.

Flood Impedes Rescuers.

As soon as news of the accident be-
came known to the Bradley Construc-
tion Company, which has charge of the
work, more than five hundred laborers
from different sections of the subway
excavations were rushed to the cave-in
and began to dig away the tons of de-
bris from the bodies of the dead and
injured.

Shortly after the blast went off and
the shoring began to give away a flood
of water started to flow into the big
hole. It is believed this was started by
the bursting of one of the big water
mains below the street level. The
water soon reached a depth of two or
three feet, and seriously hampered the
work of the rescuers.

For more than an hour after the ac-
cident the police and firemen had to
work in practically total darkness, no
lighting arrangements being immedi-
ately available, but with the arrival of

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